METROPOLITAN SUBURBS.

PRESENT RAPID-TRANSIT FACILITIES FOR LEACHING THEM.

ACCOMMODATIONS FOR NEW-YORK COMMUTERS ON WESTCHESTER, LONG ISLAND, AND NEW-JEESET RAILROADS-EFFECT OF ROADS ON PROPERTY ALONG THE LINES - SEVERAL GREATLY MISMANAGED ROADS-NEW LINES BUILDING AND OTHERS NEEDED.

No scheme of rapid transit yet proposed can be effected in less than three or four years. Of all the place not one has yet advanced beyond the first stage of seption. Meanwhile, dependence must be placed on the suburban railways. In the absence of means of rapid communication with Westchester and Putnam Counties, men whose business is in the lower part of the city have extensively built residences in New-Jersey. The railways of that State have powerfully influenced migration thither by the inducement of low commutation rates, from 30 to 40 per cent below these of the Harlem or Hudson River Roads, superior equipments, and an abundance of trains. It is claimed as a consequence, that of the 2,220,627 souls comprised in the census of the metropelis and its schurbs for a radius of 40 miles, 24 per cent reside in New-Jersey. As the length of the island has to be traversed in slow conveyances, practically the rall-ways communicating with the Westchester suburbs have to rely on the connections between the City Hall and Forty-second-st. The Harlem, New-Haven, and the Hodson River Roads have good rolling-stock; but they are inferior to the New-Jersey Central and the various roads, with one or two exceptions, across the North River, over which between 500 and 600 trains are now running daily. Ne compensation is made by either of running daily. Ne compensation is made by either of the Vanderbilt roads for the great drawback of the dreary street-ear rice to the Grand Central Denot. Here, then, are the chief causes of the increase of New-Jersey commuters; some of the Jersey roads, it may be confessed, are not well managed. The north and south sides of Long Island are connected with the meteopolis by a railway system which is causing the rapid settlement of many healthy and thrifty suburban towns. Regarding the whole network of railways which encompasses the city, the concusson formed is that the removal of the petry abuses and infringements of charters which result from the lack of State supervision, would give to our superb chain of suburbs cheap, fast, and ample communication, and thus open houses to the thousands who are now homeless. Efforts have been made to give, in the following review, a trustworthy statement of the abuses and benefits to be found on each railroad.

THE MORRIS AND ESSEX RAILROAD.

For several years past a strong prejudice against the management of the Morris and Essex has deterred many people from residing on the route of that railroad. Frequent accidents, incompetent employés, insufficient rolling stock, and too few local trains, we contributed in incensing public sentiment. Neverthele-s, there being no competing parallel road, it has emmanded a profitable patronage. Many commuters

pioj és, insufficient rolling spublic sentiment. Neverhave contributed in incensing public sentiment. Neverhave is, and commanded a profitable patronage. Many commuters resure The TRIBUNE reporter that, aside from the infrequency of local trains in the evening, the road is now satistatory to those people who use it. The road traverses that region of New-Jersey which, including Liewellyn Park and the Orange Mountains, by reason of its extreme heathfulness, its natural beauty, and its accessibility to the metropolis, receives a large state of the out-of-town residents doing business in the city. From Hoboken to Rossville there are few attractions, but beyond the latter village the secnery is mountainous, and comprises a succession of beautiful hills and valleys. The various towns and villages between New-Yorkers. The price of real estate is comparatively high. At Summit, a hilly village, 22 miles from New-York, small houses of six and seven rooms rent for goo per annum or self for \$4,500; modern French-roofed houses of ten rooms are valued at \$0,000 each; rent, \$800 per annum. At several points on the route of the Morris and Essex promising little communities are branching out. The variation in cost and rent of houses at the intermediate points between New-York and Morristown, at miles distant, stopping at Orange, Es miles, Milburn, 12 miles, and Summit, 2 miles distant, flevond Morristown, the prices of real estate ismally decrease, three or four trains only being run beyond that point, and daily communication with the mitropolis is thereby rendered inconvenient, if not impossible, for bus ness men. The quotations of property at Summit, proviously instanced, will couvey a criterion as regards other places on the route.

The Eleonation of maches on the route.

The connected with mandsome villa residences. Real estate on the line is of moderate price, but a comfortable house of eight or ten rooms cannot be purchased for a less sum than \$10,000. Montelair and Bloomfield are also connected with Newark by a horse rai

	trains		Average	BATES	PCONEC	TATION.
Stations. Newark. Rosevalle. Bloomfeld. Ridge-wood. Monticiary. East Orange. Genge Junction. Brica Charele. Orange. Orange. Orange. Montroet. South Orange. Multivaria. Multivaria. South Orange. Multivaria. South Orange.	9 9 9 17 17 18 10 18 18 18	Miles 9 10 134 14 15 11 12 12 17 15 15 15 15 15 15 15 15 15 15 15 15 15	Time. B. M. 6 45 6 70 6 78 1 61 1 10 6 45 6 70 7 1 60 7 1 65 1 67 1 12 1 12	Twelve months. \$65.00 for 50 f	Six months. \$41 mm 42 co 44 co 45 co 44 co 45 co	Three moulds. \$26.90, 27.50, 29.90, 29.50, 29.95, 29.50, 29.95, 29.75, 29.75, 29.75, 30.95, 29.75, 30.95, 2
Stations. New Providence. Chatham. Manisem. Marristicsch. Marristicsch. Marristicsch. Marristicsch. Marristicsch. Denville. Espandon. Decet. Successions. Chemier Drakerville. Stanhope. Waterloo. Harketfalor. *Ne Summer in	trains delive trons N. V. S.	Miles. 23 25 27 31 34 43 43 43 43 62	Average renning Times B.M. 1:38 1:39 1:30 2:00 2:00 2:10 1:25 5:00 3:28	T-erre munths. \$79 GJ 52 90 65 00 58 00 58 00 115 00 115 00 115 00 115 00 115 00 115 00 125 00 125 00 125 00 125 00 125 00	81x mouths. \$10.50 52 00 52 00 57 00 62 00 67 160 70 00 67 160 70 00 67 160 70 00 67 160 70 00 67 160 70 00 80 00 80 00	Three months. \$32 30 15 15 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16

THE NEW-JERSEY CENTRAL. The stockholders and directors of the New-Jersey Central are extensively interested in the real estate on the route of the road; many of the new towns have been laid out by them, and it is advantageous to them to make communication as commodious and attractive as possible. Controlled by local interest, the road has a splendid outfit; the rails are steel; the cura are of modern construction, kept in good repair, and the handsomely furnished interiors well lighted and venti-lated; the depots are either new or in good repair, exlated; the depots are either new or in good repair, of cept in a few instances; trains are run oftener thau on any other suburban road, and usually on time. A large number of business men are building residences on the route. This side of Elizabeth the prices of real externation of the conformation of the houseless of the metropolits. Bergen Point, eight miles from New-York, is almost the suburbance complete. late are not comforting to the houseless of the metropolis. Bergen Point, eight miles from New-York, is almost exclusively appropriated by expensive houses, occupied by wealthy people. Few residences are to let; a house of ten rooms regits for between \$900 and \$1,000. At Bayonne, seven miles from New-York, prices are less, and numerous cheap cottages can be rented or purchased. Two-and-a-half-story houses, of eight rooms, without inprovements, are valued each \$5,500; rent, \$600 per annum. Mechanics and laborers can find plenty of cheap dwellings at Elizabethport. Elizabeth, 124 miles distant, is connected with New-York by the New-York and Finiadelphia as well as the Central Railroad, each of which ram apward of thirty trains daily. The number of New-York business men living here increases annually at an extraordinary rate. The population has increased from 10,000 to 25,000 in ten years. On the main street, real estate is worth \$1,000 per foot front. Many good houses can, however, be found at a short distance from the railroad stations at moderate rents. A new, Frenchroofed house, of 10 rooms, improved, can be rented at \$000, or purchased for \$6,000. This is in a respectable neighborhood. Houses in ultra-fashionable streets are mitch more expensive. Numerous smaller houses, suitable for clerks, shopmen, or others in moderate circumstances, can be obtained at rents rancing from \$200 for a convenient frame house of five rooms, to \$500 for a pleasant residence of eight rooms. The commutation rates are the same by both roads—\$65 per year. The running time to New-York for Elizabeth at midnight. Commutations on the Central are made as far as somerville, \$6 miles distant. Plannfield, 24 miles from New-York, is in favor of the property o mutations on the Central are made as far as Somerville, 6 miles distant. Plainfield, 24 miles from New-York, is So miles distant. Plainfield, 24 miles from New-York, is in favor with an expanding colony of prosperous New-Yorkers, and really promises to satisfy the claimorous bouse-inster. A new French-roofed house of eight bouse-inster. A new French-roofed house of eight rooms, with all improvements, situated in a fashionable street near the depot, can be purchased for 17,000; or a rimitar house, with two additional rooms, and in a still more facilities in the fashion of the new Jersey (Western Middland, will course thence, via Pompton Plains, to Mead's Basin, where it will cross the Delaware, Western and Lackawanna Kairoad, and run through Lattle Falls to Montclair From this place the road will be parallel to the Montclair rooms, with a well-steeked garden, is valued at 55,500. In the relative prices and rents of Plains edit rooms, with a well-steeked garden, is valued at 55,500. In the relative prices and rents of Plains edit rooms, with a well-steeked garden, is valued at 55,500. In the relative prices and rents of Plains edit rooms, with a well-steeked garden, is valued at 55,500. In the relative prices and rents of Plains of the Montclair which, connecting at Hioomingdale with the main atem of the New-Jersey (Western) Midland, will course thence, via Pompton Plains, to Mead's Basin, where it will cross the Delaware, Western and Lackawanna Kaifroad, and run through Lattle Falls to Montclair. From this place the road will be parallel to the Montelair road how building in New-Jersey is the Montclair, which, connecting at Hioomingdale with the main atem of the New-Jersey (Western Midland, will course thence, via Pompton Plains, to Mead's Basin, where it will cross the Delaware, Western and Lackawanna Kaifroad, and run through Lattle Falls to Montelair From this place the road will be parallel to the Montelair Plains to Montelair Plains to Montelair Plains to Montelair Plains to Montelair Plains and Lackawanna Kaifroad, and run through Lattle Falls to Montelair From this place the road will be parallel to the Montelair P

places. A handsome, modern house of 13 rooms, on a lot 125 feet by 200, in Somorville, sells for \$7,500. There is no scarcity of smaller house, with about eight rooms, modern improvements, at from \$500 or \$600 rent per annum. There are several rapidly-growing and pleasant way stations between Elizabeth and Somerville, but the valuation of their real estate does not differ materially from the prices which have been instanced. At Cranford, a village 17 miles from New-York, French-roofed houses of 10 rooms can be purchased for \$6,000. All the places ammed, and most of the others on the route of the Central, are healthy, the land is sandy, and fever and ague, and similar complaints, are unfamiliar.

The Newark and New-York Railroad is now operated by the Central, and shares the good reputation of that road, 27 trains being run each way daily. The principal way-stations are Bergen-ave, and West Bergen. The former station is part of Jersey City, and is a popular suburban residence. West Bergen is on the edge of the Hacketsack River. Rents in Newark are quite as high as in Brooklyn. The Newark and New-York issues no commutation tickets, but tickets to Newark are sold at \$15 per hundred. A branch road was recently completed which, diverging from the Newark and New-York Railroad near Brill's Switch, connects with the main track of the Central near Elizabeth. The Central Railroad has also nearly completed a branch road from Long Branch, through South Amboy, to Enzabethport, reducing the time from that town to New-York to about 26 minutes.

	No. of Trains from N.	, A	verage	Twelve	Six	Three	
Stations.	daily."	Miles		month.	a. month	s month	z. Quar.
enumnnipaw		24	0.17				
laremont	13	3	0.18				
amrapo	96	2	0.25	650 00	g-33 00	\$22 00	\$12.50
amrapo	942	54	0.26 1	4.00		S	
entreville	29	7	0.28				*
ergen Point	31	8	6.31				15 00
limbethport	23	104	0.40	63 00	48 00	27 00	
zabeth	39	124	0.45	65 60	43 00	29 00 23 00	16 25 16 25
oselle	15	15	0.50	70 00	43 00 47 00	31 00	17 16
ranford	15	17	1,00	75 00	50.00	33 00	18 75
estfeld		191	1.07	80 00	53 00	35 00	20 00
anwood	17	24	1.12	85 00	55 00	37 00	21 21
unellen	12	27	1.18	90 00	60 00	40.00	22 50
ound Brook	12	314	1.27	95-00	63 00	42 00	23 77
omerville	13	36	1.38	100 00	67 00	45 00	25 00
" No Sunday tr	8108.						

THE PENNSIL DIVISION.

The Pennsylvania Railroad, Eastern Division, fermerly the New-Jersey Railroad, was leased for, and is worked as, a feeder for the Pennsylvania Central,

The Pennsylvania Raminad, was leased for, and is worked as, a feeder for the Pennsylvania Central, and the extent of its local accommodations is gauged according to the requirements of other interests rather than those of New-York City or New-Jersey. Apart from a perfect system of signaling and regulating moving trains, which has hitherto proved singularly efficacions in averting disasters, the local arrangements have been very unsatisfactory. Contrary to the expectation of commutors, much of the dilapidated rolling stock has been taken off, and a large number of comfortably fitted cars put on since the Pennsylvania management assumed control. An honest inclination to accommodate surburban travelers, however, has not yet been shown. At the stations where land is cheap, only five or six trains stop daily. Grievances are reluctantly redressed if the management degins at all to histen to them, which it frequently will not do. A reference to the table appended will show that for some reason commutation tickets are not issued for more than nine menths, and that the rates are the same for 8 miles as for 18 miles, and for 20 miles the same as for 21.

In answer to inquiries at the New-York office, the customary response is: "You will have to ask the people at the chief office in Philadelphia." The river accommodations are also poor. New ferry-houses are being constructed at Corthandest, and Jersey City; but the structure at Desbrosses-st, is shabby, libused, and dirty, and mits waiting-rooms no gentieman or lady can remain ten minutes in comfort. The boats are old and worn out. But for suburban traffic the road must remain practically unsuitable, until the management show more desire to accede to the demands of commuters. The road runs through Newark, Elizabeth, Rahway, New-Brunswick, and Trenton, the principal cities of New-Jersey, and all centers of manufacturing interests. Commuters are numerous as far as Rahway, but few go beyond that point. The accommodations of the Central Road are so greatly superior that a maj

No. of tre	dus		Average run-			85		Thr	
from N.Y.	inily."	Miles.	ning time.	10001	this.	mon	Thu-	mont	uş,
East Newark	10	8	6,30.1						
Newark	37	9	0.35	2-413	-	100	1200	***	100
Waverly	12	12	0.45 2	\$49	20	# 41.	00	\$1,30	30
Elizabeth	29	15	0.50]						
Landen	14	18	1.06)						
Hahway	23	20	1.05 }						
Hoatenville	-		-	56	95	48	00	31	200
Unloptown	8 8	23 27 32	1.16 (.40					-
Metuchin	8	27	1.(11)						
New-Brunswick.	15	32	1.30 1						
Voorhees	-	-	(63	18	54	60	31	EV.
Middlebash	-		(100	100	100	-	-	1
East Millstone	-	-							
Woodbridge	-	and an		50	15	49	00	53	5/
Perth Ambor	-	-	5	-150	907	- 77.			
*Three trains en	ch was	v to prin	peipal towns	on St	anday	18.			

ERIE AND BRANCHES AND NORTHERN OF NEW-JERSEY.

In common with the other Jersey roads, the Eric Commutation tariff is very moderate, being 40 per cent less than on the Harlem and Hudson River roads. The equipments include steel rails, clean, handsome cars, and in good repair, and to all commutation distances a and in good repair, and to all commutation distances a sufficiency of trains are run amply to accommodate business men. Real estate on the route is of about the same value as on the route of the New-Jersey Central, except at the stations near the River Passaic, at which little progress is making, owing chiefly to the ravages of fever and ague. The location of the other villages is healthy. At Ruheriord Park, a neat house, adjacent to the depot, containing 10 rooms, lot 100 feet by 160, improved, will sell for \$7,000. Paterson, 17 miles from the metropolis, being a busy manufacturing center, has but few inducements for commuters, but there are numerous stations beyond, commuters, but there are numerous stations beyond, near which are large settlements of New-York business men. The Eric Railroad has poor terminal facilities, although they comprise ferries to Chambers-st. and Twenty-third-st. Boats on the latter ferry regularly meet important trains, but on the Chambers-st. ferry trips are made at only 15 minute intervals, and if, as is constantly happening, a heavily loaded commutation train arrives in the morning a minute or two behind time, an impatient crowd of merchants and elerks have to stamp their feet in the unclean ferry-house for 15

minutes.

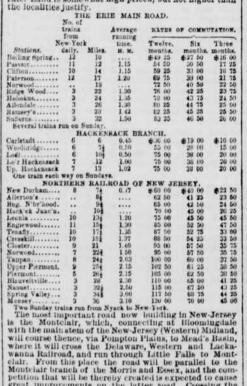
The Hackensack branch of the Erie has none of the advantages of the main road. The worn-out rolling-stock of the latter is apportioned for the use of the branch. The cars attached to some trains are unfit for human beings to ride in. Faulty originally in construction, in the hard-usage of years they have become disjointed, dirty, and cheerless. The conductors are, however, obliging and polite. Bergen Tannel causes wearlsome delays to all trains passing through it, but the trains on the Hackensack branch are often delayed an unusual time, all other trains seeming to have precedence over them. At Hackensack the road connects with the Northern branch of the Midand and the Hackensack extension. No commutation tickets are issued beyond Hackensack, and the rates are nearly 25 per cent higher than on the main road. The population of several villages on the route is German. Hackensack is making brisk progress, having at present about 6,000 inhabitants, a considerable proportion of whom are commuters coming to and returning from New-York daily. The streets are complete and in fine condition; real estate is increasing in value; the location is healthy. The distance from New-York is 12 milos, and the average running time one hour. No train leaves New-York for Hackensack or the intermediate stations after \$15, although passengers assert that there is urgent need for an additional train leaving the city not earlier than 1130 p. m.

The Northern Railroad of New-Jersey, which runs ninutes.
The Hackensack branch of the Erie has none of the

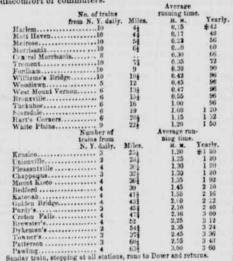
etc., although passengers assert that there is urgent need for an additional train leaving the city not earlier than 11:30 p.m.

The Northern Railroad of New-Jersey, which runs north and south up the Hudson, is partly controlled by the Erie, and uses a division of the track, the termini and ferries of that road. On the route extensive improvements are making, the facilities for communication with New-York, the high valuation of real estate, and the character of the country for health, rendering the road peculiarly attractive. The equipments are principally new, and the cars have all appliances to satisfy the modest demands of the modern commuter. The commutation rates are 20 per cent higher than on the Erie, but are still less than on the Westchester County roads. The average speed maintained is good, and the trains are generally on time. For a distance of 21 miles, 10 trains are run daily, the last one leaving Chambers-st. Ferry at 7.45 p. m. The number of commuters to Englewood and the intermediate stations is increasing at a remarkable rate. Land is somewhat high-priced, but not higher than the localities justify.

THE ERIE MAIN ROAD.



dent in West Mount Vernon, a commuter and traveler over the Harlem road for upward of 15 years, thus exdent in West Mount Vernon, a commuter and traveler over the Harlem road for upward of 15 years, thus expressed himself a few days ago to a Tribune reporter. No protracted investigation was needed to prove that Westchester, if not declining, moves not at a perceptible rate toward the position as a place of suburban homes which its healthiness, natural beauty and convenience, entitle it to. Building, except of cheap houses, ranging in value from \$2,000 to \$5,000, has stopped, and in the uncertainty of the near solution of the rapid transit puzzle, rents have been stationary since last year, and, in some instances, prices also. But it is not merely the question of quick travel between the City Hail and Forty-secondst. that casts despondency over the Westchester people; the evils springing from the management of the Harlem road have depreciated to a very great extent the value of real estate and shut of linerative trades. The cars are defective in lighting and in ventilation. Some time ago the system of yearly, semi-yearly, and quarterly commutation tickets common on most railroads was abrogated, and small books of 100 coupons, good for one trip each way daily, were adopted. Under the new system the commutation rates of the Harlem are more than 33; percent higher than those of the New-Jersey Central, and about the same or greater percentage in excess of the rates of the Morris and Essex and the United Railroads of New-Jersey. There is no parallel excess in the comparative number of trains run on the Harlem road. Only three or four trains are run daily beyond White Plains, 224 miles from New-York, and only hine trains to that point. On the New-York, and only hine trains to that point, On the New-York, and only hine trains to that point, On the New-York, and only hine trains to that point, On the New-York, and only hine trains to that point, On the New-York, and only hine trains to that point. The last train to White Plains leaves Forty-second-st, at 650 p. m., precluding attendance at theaters, concerts, or lectures



THE HUDSON RIVER RAILROAD.

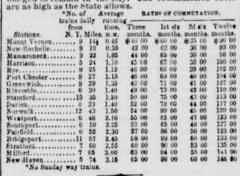
In 1870 the receipts of local passenger traffic on the Hudson River Railroad were \$1,418,177, an increase in 10 years of over \$700,000. In Summer months the travel is increased to an extraordinary extent. For a distance of 40 miles or further out of the city realestate along the road has a higher valuation than any other suburbar road has a higher valuation than any other suburban property. The passengers represent an unexceptionally wealthy class. Nevertheless they demand reasonable commutation rates and better cars on local trains. It costs \$65 annually to travel 16 miles on the New-Jersey Central, but for the same distance on the Hudson River the cost is \$96, and rates for greater distances are similarly excessive. The rolling stock of the Yonkers "special" and other trains devoted to commuters is of the poorest kind of dingy vans—a little better than bagaque-cars. The exceptionage of commutation rates has been referred to. The track, however, is smooth, and, were the trucks of the cars properly constructed, riding would be easy and pleasant enough. The running time is evenly maintained.

	No. of trains		running time.	RATES OF CONSULTATION.
2.7.2	from N.	Sec.		RATES OF CORRUTATION.
	daily.	Miles.	H. M.	the same of the same of the same of
Manbatten		5	0.17	100 fares, \$10. limited to 3 mos.
152d-st	13	- 0110	0.20	100 fares, #12, limited to 3 mos.
Fort Washingt	ten.13	****	0.25	166 fares, \$13, limited to 3 mos.
lewood	13	-	0,50	1.0 fares, \$15, limited to 3 mes.
Spurten Dayy	116		0.30	100 fares, #17, limited to 3 mos.
Kiverlale	13	10	0.25	100 fares, #10, limited to 3 mos.
Yonkers	. 24	15	0.38	100 fares, #19, limited to 3 mos.
Glenwood		-	Secretary.	100 fares, \$20, limited to 3 mes.
Hastings		16	0.46	100 fares, \$24, limited to 3 mos.
Dobbs Ferry.	100	19	1.12	100 fares, \$75, limited to 3 mos.
PRODUCE LELLA.		21	1.00	100 fares, \$27, limited to 3 mos.
Irrington Tarry town	****	23	1.15	100 fares, \$25, hmited to 3 mos.
Tarry town	X + +	30	1.30	100 fares, 833, limited to 4 mos.
Sing Sing				
Croton		32	1.39	160 fares, \$ 37, limited to 4 mos.
Crugers	7	35	1.40	100 fares, #30, limited to 4 mos.
East Haverstr.	5W.	700	-	100 fares, \$39, limited to 4 mas.
Peekskill	12	39 45	1.45	100 fares, #40, limited to 4 mor.
Garricons	8	45	1,50	100 fares, \$50, limited to 6 mes.
Cold Spring		50	2.00	100 fures, \$55, limited to 6 mos.
Fishkili		55	2.15	100 fares, \$60, limited to 6 mos.
New-Hamburg	6	65	2.30	100 fares, \$70, limited to 6 mes.
Witness Champain	11	73	3.00	100 fares #80, limited to 6 mos.
* On Sonday	A & WAY	train is	run to at	d from Poughkeepsie.
OH DUNAN	with the party of		Carrier Control	

THE NEW-HAVEN RAILROAD.

The cars of the New-Haven Railroad are kept in better condition than those of the Hudson River and Harlem; but, as on those roads, the commutation is far in excess of those in New-Jersey, while the accommodations are fewer. For example, the annual com-mutation between New-York and Westfield (New-Jersey Central), 194 miles distance, is \$75; between New-York and Norwood (Eric Road), 19 miles distance, \$72 50; between New-York and Mamaroneck (New-Haven Road) 18 miles New-York and Mainaroneck (New-Haven Road) is mades distance, \$93. The New-Jersey rates include ferriage. To Westfield 15 trains are run daily, to Norwood 12 trains, and to Mamaroneck only 9. To the former towns midnight trains leave the metropolis, but railway communication with the latter town is cut eff after \$1 p. m. On the New-Haven through trains are first-class ears, roomy, arry, clean, and neatly freescoed, heated by steam, and passengers enjoy the comforts of such appliances as raised roofs, fitted with glass panels, ventilators, and dust protectors, but none of these luxuries are applied to way trains. Old-fashioned cars of the worst description, unhealthy and not over clean, are substituted, and travel in these is notable for nothing but discomfort and inconvenience. Some of the roofs are high, but oftener they are flat; the windows are small, and the means for ventilation very defective. The cars have a weather-stained, dirt-stained appearance, which is by no means redeemed by actual comfort. The ballasting of the New-Haven Road is superior to the rolling stock; the rails are of steel. The depots on the line of the route are incommodious, and at two or three stations are in such a bad condition as to need to be completely rebuilt. Another grievance for which piaseagers have found no redress is the want of a midnight train as far as Stamford. Commuters detained in the city after 7:15 p. m. (nominally 6:30, 65 minutes being allowed for the ride from the City Hali to the Grand Central Depot) are obliged to remain in the city. The commutation rates are as high as the State allows.

*No. of Average Ratas of Connectation. distance, \$93. The New-Jersey rates include ferringe. To



NEW WESTCHESTER AND PUTNAM COUNTY ROADS.

Westchester and Putnam Counties will, within nine months, have two important new roads coming to New-York. The one nearest completion is the New-York and Boston, which will ultimately be carried through to Rutland, Vt., but during the present Summer will be ready for traffic as far as Brewster's Junction, will be ready for traffic as far as Brewster's Junction, where connection will be made with the Boston, Hartford and Erie to Boston. It will run between the Hudson River and Harlem Rahroads. The location of the termini has not been decided upon, but the first station on the route will be Kingsbridge, nine miles distant. Thence the route will heliude South Yonkers, 12 miles: East Yonkers, 14 miles, and North Yonkers, 16 miles; Maplewcod, 17 miles; Ashford, 19 miles; Riggsville, 20 miles; Elmsford, 22 miles; East Tarrytown, 23 miles; Maplewcod, 17 miles, 25 miles; Beepy Hollow, 26 miles; Tarrytown Hights, 25 miles; Sleepy Hollow, 26 miles; Tarrytown Hights, 25 miles; Sleepy Hollow, 26 miles; Stations in 58 miles. The efforts put forth by the new road will naturally give commuters advantages which heretofore they have not had. The passenger and freight traffic of the New-York and Boston Road promises to be several per cent less than the present lariff of the Hudson and Harlem Roads, and the requirements of traffic alone will gauge the number of trains run.

Another road now building is the New-York, Housatonic and Northern. This will probably be open for local traffic in the Autumn. Commutation will be allowed as far as Danbury, Conn., the stations between that town and New-York being as follows: Ridgeburg, North Salem, Lake Waccabuc, Cross River, Bedford Village, Northeastle, Banksville, Quaker Rudge, Rye Lake, White Plains, Morris's Station, Upper Rochelle, Paine's Monument, and Mount Vernon. Temporarily the New-York, Housatonic and Northern will, it is expected, terminate at High Bridge, whence passengers will be conveyed to New-York by steamboat. The New-York where connection will be made with the Boston, Hart-

within three months. The northern spur of the Midland is already complete and in operation. It extends from Newfoundhand, N. J., to Hackensack, via Paterson and Rutherfurd Park, where it intersects the Eric Koad and crosses the Passale, Beyond Hackensack this line strikes several villages suitable for New-York rettlers. At Hackensack it joins the Hackensack branch and extension.

THE HARLEM RAILROAD.

"If Westchester County has increased at all during late years, it has not been owing to anything the Harlem Railroad monopoly has done. I believe that while that railroad is permitted to continue its present high tariff, freight as well as passonger, Westchester County can never recover the headway New-Jersey has gained, notwithstanding the establishment of rapid transit to the Grand Central depot." A gentleman resident in West Mount Vernon, a commuter and traveler over the Harlem road for upward of 15 years, thus ex-

THE STATEN ISLAND RAILROAD.

This road is already in the hands of a re ceiver, judgments to the amount of over \$1,000,000 been obtained against it by Westfield sufferers. It has had no competition whatever, and since it was built it has been operated in a way which has dissatisfied the people using it. The managers claim that there has been a most dis heartening lack of patronage, while the rates of fare have been on a very moderate basis. Passengers, on the other hand, freely declare that the wretched accommodations of the road have restricted the development of the island; that the minimum cost at which the road has been operated has rendered people liable to long declays, and constantly fearful of disasters. However plausible this may be, it must be confessed that that section of Staten Island, which the railroad cleaves has a wide repute for ill-health, and that at hardly one station of the 12 between Vanderbill's Landing and Tottenville, the terminus, connection being thence made by ferry with Perth Amboy, are any improvements or buildings to be observed. Rents, too, and the price of real estate are in numerous instances not more than one-half what they are at the same distance in New Jersey and Westchester. For all this the railroad company is not responsible; nevertheless it cannot deny caipability in several important respects. All the rolling stock has been in constant use since 1860, and is now in a very poor condition. Raised roofs have been put in some of the cars, but most of them have flat, low roofs, affording no venulation or light, and which scarcely allow a tail man to stand upright. At night each ear is lighted with two kerosene hamps, feebly brilliant but powerfully odorous, totally insufficient to enable any one to read. The scatcushions have a moldy, suspicious look, very dreadful to a lover of cleanliness, but not more painful than the stiffing atmosphere generated by the disordered stoves used in Winter. The locomotives are pitifully enfeebled things, frequently failing when a snow-drift or a train unusually heavy tests their capacities. The baliasting of the road is even more exercible than the rolling stock. The rails are fron, and are out of order; the curves are badly regulated, and the cars are violently joited from side to side in riding. The Company, either through lack of foresight or penuriousness, have never purchased a snow-plow, and in consequence, during the past Winter, acc have been on a very moderate basis. Passengers, on the hated, and the cars are violently joited from side to side in riding. The Company, either through lack of fore-sight or penuriousness, have never purchased a snow-plow, and in consequence, during the past Winter, according to the passengers, on stormy days trains were detained an hour or two through not having gear where-with to clear slight snow-barriers. Except in instances of this kind, the trains do not frequently miss the hourly boat between Vanderbüt's Landing and Whitehall-st.; but owing to the stoppages at Quarantine and Tompkinsville, the Journey by water takes 45 minutes, making the full time from Perth Amboy to New-York, two hours. The trains are generally on time at the way stations, at which all trains stop. No commutation tickets are issued, the price of single tickets being only 20 cents (including ferriage) from New-York to Contr-house (12 miles) and intermediate stations, and 25 cents to stations beyond Court-house to Perth Amboy (20 miles). Packages of these tickets are solid at a decount of 10 per cent. Nine trains are run daily, the last one leaving New-York at 6 p. m. There is a demand not only for a later boat, but that the boats meeting trains shall run direct between Whitehall and Vanderbilt's Landing. The valuable time of the business men using the road needs to be economized more than Is possible under the present arrangements.

THE LONG ISLAND RAILROADS.

Long Island shares with New-Jersey the vast surplus of the metropolitan population, which Westchester County, owing to its inadequate railway accommodations for commuters, cannot relieve. Not as easily reached by down-town business men as New-Jersey, the Island offers more inducements to investors. With one exception, the railroads do not meet the wants With one exception, the railroads do not meet the wants of the multiplying number of commuters; but improvements are making calculated to ameliorate many of the existing abuses. The three principal roads are the South Side, the Flushing and North Side, and the Long Island, each of which has several branches now operating and building. The depots of the last named two roads are at Hunter's Point, and the depot of the former at Williamsburgh. The ferry accommodations are notoriously insufficient as regards both landings and boats.

The Finshing Railroad is a local inferest, and runs 44 trains daily between Hunter's Point and Whitestone (16 miles). At Flushing connection is made with the North Side Road to Brookdale. Between the ferry and Flushing are several growing villages composed for the most parc of workingmen's cottages built on sandy land, of which there are extensive unoccupied tracts, and which is valued at from \$300 to \$400 per lot. Flushing is the most important town, being an old settlement, three miles distant from the Sound. College Point and Whitestone are exclusively Summer water g-blaces. The equipments of the Flushing Road re superior to those of any of the roads converging at New York.

The cars are clean, large, and handsome, and have many novel improvements. The seats are either velvet cushioned or cane-bottomed. Steam-heating apparatus is supplied to each car. All the cars are abundantly lighted at day and night. The old hand-brakes are being replaced by steam-brakes which are controlled by the engineer. The platforms of the cars are level with the depot piatforms, and the method of coupling is such as to make telescoping impossible. The rails are of iron, steel capped. From the present depot at Whitestone the of the multiplying number of commuters; but improve-

depot platforms, and the method of coupling is such as to make telescoping impossible. The rails are of iron, steel capped. From the present depot at Whitestone the road will be extended to the water line, whence it is intended to establish a ferry to Throgs Neck, and connect there with the New-Haven Road.

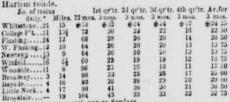
The Central Railroad of Long Island or "A. T. Stewart's Road," is controlled by the Fushing and North Side, and rans from Winfield to Flushing on the track now used by the regular Flushing trains a more discar.

and runs from Winfield to Flushing on the track now used by the regular Flushing trains, a more direct track meanwhile being laid for the latter. From Flushing the Central will continue to a terminus at Farmingdaie, where connection will be made with the Breslau Fire Island Beach Railroad. A contract has also been made for a road from Hunter's Point to Rockaway, to be completed in 1873. Free passes are given by the Flushing Road to builders. The regular rates on this as well as the other Long Island roads are higher than those of the New-Jersey, but less than those of the Hudson River and Harlem roads.

So of trains

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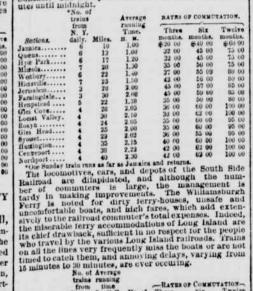
occur.



Figurians are run each say on cannow.

Asainst the Long Island Ealiroad and its branches complaints are numerous. In length, it is the most may be a constituted by a poor track is enhanced by the bad condition of the rolling stock. The cars are of ancient construction, and are so nokely that it is a matter of wonder accidents do not frequently happen. They are low rooted, and consequently close and badly lighted. Seven trains only are ran daily, the last one 5:45 p. m., while on the Finshing and North Side Road 22 trains are run each way daily, the last one leaving New-York at midnight. The Long Island Raiiroad is building a road to Finshing to compete with the Finshing and North Side Railroad, out it proceeds very slowly. At the several points on the roule great discontent exists, but as the Concrai, when finished, will touch the larger towas, relief from that source is hoped for. The terry-boats from James-silp to Hauter's Point cease running after 6 p. m.—7 p. m. in the Summer. The Tinry-fourth-st. Ferry runs every 15 minutes until midnight. Surmer. The rutes until midnight.

No. of trains



th them, and almost of the property of the pro Stations. di Freai Poud. Gleniale Richmond Hill. Jamaica Locusi Avenue. Springheld. Valley Straam. Woodsburgh. Oceau Pount. 1.25 1.30 1.35 1.40 1.45 1.67 1.56 2.06 2.15 2.25 2.37 2.43 2.55 3.07 3.11 3.15

FOREIGN MISCELLANY.

BICENTENNIAL OF THE BIRTH OF PETER THE GREAT.

THE CELEBRATION AT MOSCOW—IMPOSING CERE-MONIES AT ST. PETERSBURG—PROCESSION AND REVIEW OF THE TROOPS BY THE EM-PEROR. FROM A REGULAR CORRESPONDENT OF THE TRIBUNE.]

St. Petersburg, June 9.—The celebration of the bicentennial of the birth of Peter the Great really

began to-day, though the main ceremony takes place on

the 11th, the day after to-morrow. The Polytechnic Exposi-tion at Moscow is also to open on that day, and one of its great features is to be "The Grandfather of the Russian Fleet," in the shape of a little boat built by Peter's own hands. This boat is kept with great care in the fortress at St. Petersburg, and it was therefore necessary to carry it to Moscow with considerable pomp and state. So this morning at 9:30 o'clock high mass was held in the Cathedral of 8t. Peter and Paul in the fortress (where are buried the Emperors and Empresses of Russia from Peter down), in the presence of the Cesarewitch and the rest of the Imperial family, and of the high officers and dignitaries of State. When this was over, at precisely 12 o'clock the Grand Duke Constantine, the Lord-Admiral of the Russian fleet, left the Marble Palace and crossed the Neva in his launch to the fortress. After half an hour, the grandfather of the fleet, as Peter the Great himself called it, was brought out and placed on the barge prepared for it, gilded and decorated for the occasion. It rested on a scariet dais, and was guarded by two pupils of the Naval School, a grenadier, and two soldiers of the Semenof and Presbrazhansky regiments, in the uniform worn during the reign of Peter the Great. As the barge began to move, the cannon of the fortress and of all the vessels in the river thundered forth a salute, and the yachts and steamers of the navy and of the yacht club, which were anchored on both sides of the river down for more than a mile to the Nicholas Bridge, were instantly covered with flags and signals of all descriptions. The quays were crowded with spectators, all the houses and buildngs were decorated with flags, tapestry, and garlands, and the general effect was very fine. It would have rejoiced Peter's heart could be have witnessed it. The barge was towed by a large man-of-war's boat, and surrounded and followed by small steamers and launches. The boats of the navy, manned by sailors all in white, fell into the procession as it reached them. Amid cheers, salutes, and the ringing of bells, the procession salutes, and the ringing of bens, the procession moved slowly down the Neva, the loveliest river that bathes any city; past the Bourse with its rostral pillars; past the Winter Paluce, which covers fifty times the ground of the modest manison where Peter breathed his last; past the Admiralty with its golden spire, the pride of Peter's heart; past the Academy of Sciences he founded, the University, and the palace of his favorite, Memshikoff, now a military school, till the Isaac-place was reached, with the famous statue of Peter, which was hung with garlands and guarded by troops. Here the procession halted, while the clergy of St. Isaac's, who were in waiting, intoned a solemn service to the memory of the great deceased. A salute from the fortress again shook the air, and the procession moved on down the river to the Putiloff raniway station, which was richly decorated, and where a guard of honer and an immense crowd were waiting. The boat was carried to the platform car destined for it, which was richly hung with red and gold, under the immediate superintendence of the Grand Duke Constantine, its guard of honor surrounded it, and the train moved off amid the huzzas of the multitude. The Grand Duke Constantine and his son rejoined the train at another station and accompanied it to Moscow.

87. Petersburg, June II.—At 7 o'clock this morning twenty-one guns from the fortress announced to us that moved slowly down the Neva, the lovellest river

twenty-one guns from the fortress announced to us that the great day had at last come for the celebration of which so much preparation has been made everywhere in Russia. Very fortunately nothing happened to marthe scene. At 9 o'clock the members of the municipality and the provincial government repaired to the little house which Peter built, and where he dwelt, near the Trinity Bridge, and assisted in bringing from there the mage of the Savior, and a little yawl which Peter made, to the fortress. Later, in the fortress, in that fine Cathedral of St. Peter and St. Paul, whose tall golden spire is so conspicuous a landmark in St. Petersburg. there were collected the Ministers, the Council of State, and all the high officials of Church and State. The tomb of Peter was surrounded with blooming plants, and on it lay an imperial crown of immortelies. Above hung a chaudelier, made by Peter's own hands, of walrus-teeth, in the style common at Archangel, and the pillars and vaults were covered with flags won in many and later by the brave army which he founded in fights against the French, Austrians, and Poles. Disposed on veivet and golden cushions around the tomb were the uniform, the cocked hat still showing its bullet-hole, and the sword worn by Peter on the day of Poltava, and a golden medal struck in honor of the day. In the cathedral were disposed the escorts of troops, and picked men were carrying the standards of all the regi-ments in service in Peter's day, and of all since in the army; some old, faded, and tattered, others new and resplendent. At 10 o'clock the Emperor entered, accompanied by all the members of the Imperial family nov present in the capitol, and a magnificant funeral service was celebrated. At its close the Emperor received from the hands of the Minister of |Finance the gold medal, and fastened it to the tomb. One other medal is also there, placed by the first Alexander in 1803-a gift of the city on the hundredth anniversary of its foundation. A salvo of 31 guns announced this act to the city. The w streamed from the site and place in the barges and steamers lying ready, and slowly floated down the Neva to the statue of Peter on the Isaac-place, where the main ceremony of the day was to

No place could be fitter for such a celebration. In front was the broad Neva; at the back, with its monolith granite columns and its huge golden dome, was the magnificent Cathedral of St. Isaac, the saint who preside over the day. On one side were the Admiralty and the Ministry of War, gorgeous with flags, streamers, and hangings, and on the other the Synod and the Senate, also tapestried, and covered with flags, shields, and appropriate mottoes, and connected by their huge arch. In the center stands the colossal bronze statue of Peter, on an immense granite rock. He is calmly scated on a rearing horse, whose feet crush a huge serpent, and his righ hand is extended over the Neva. So he might have stood when he said, " Here will I found my city !" rations of this square, as well as of the whole city, were very good, as the Russians have great taste for anything of this kind. Those of the Ministry of War were particularly noteworthy. The balconies were with crimson cloth, and at the corner, under a scarlet baldachin, was a portrait of Peter and marble busts of his general, showing out from a background of green foliage. Beneath was a motto taken from the order of the day at the battle of Poltava: "As for Peter, know that he cares not for his life provided Russia lives in glory and prosperity for your happiness." The whole square was surrounded by rows of high seats, all neatly painted in disper pattern, and even the flagstaffs were painted; nothing was rough, The statue was decorated with plants and flowers, and masses of ivy were trailed over the rock on which it stands. The roofs were all black with people, and seats, covered with scarlet cloth, had been arranged on the roof of the cathedral. Everywhere was an immense crowd, except in the square itself, the sides of which were lined with troops, leaving the central portion clear from the river to the cathedral. The Diplomatte Body, among whom the absence of the Swede was much remarked, the foreign guests and the correspondents of journals, were accommodated with a bal cony in the Senate House, commanding the best view of the whole scene. What was better still, they had, during the moments of waiting, a fine breakfast, offered them in one of the halls, on the part of the Emperor.

At last, toward 12 o'clock, after much waiting, the river procession arrived and disembarked its freight. The Emperor made the circuit of the place on horseback amid the huzzas of the troops. The clergy, in robes of loth of gold and silver, and the imperial choristers, in ong crimson gowns, who were waiting on the river bank, began a solemn hymn, the military bands played a funeral march, and the procession moved toward the cathedral. It was a fine sight. First came the representatives of the trade guilds and corporations, with their banners, and the masters of cerem nies and their aids; then the lauterns and crosses and religious banners borne by dencons, the choristers, and the clergy; next the relies of Peter the Great with their atten dant guard, the image of the Savior and the Metropolitan of Novgorod and St. Petersburg, attended by about 20 archbishops, all in their most gorgeous pontifical in the procession, and then came what is seldom seen in such a procession, but which was very effective—the Grand Duchess, the maids of honor, and the ladies of the court on feet. Their dresses of white, pink, lilac, and other delicate tints; their parasols and their long trains carried by pages, introduced a point, both of color and form, which was particularly agreeable to the eye. After them came the Ministers, the Senators, the Councilors, &c., in gorgeous, much-embroidered uniforms, and at their side the Emperor, the Grand Dukes, and all the suite of generals and foreign officers on horseback. The horses pranced, and the white plumes nodded, while all the time the muste played and the bells rang, until, at the door of the cathedral, where another deputation of clergy received them, the Emperor dismonnted, and all disappeared in the church. During the half hour that the mass was going on inside the cathedral, we had full leisure to study the scene below and around us. The square, which seems large when it is empty, never appeared before so immense as when it was full. It speared before so immense as when it was full. It speared before so immense as when it was full. It freaking them an invitation, as then the wintenses, but the square, which seems large when it is empty, never appeared before so immense as when it was full. It freaking the arming to other committee to consult the second almost impossible to put so many troops inside. robes and golden miters. Here there was a little break

th, and yet leave so much open space. Very fine too the troops looked with their white trousers and meat uniform, and the white nodding pinnes in their engages on an order was given, the almost energy who did as they show that the profits going to those who suffered the public by private speculators were all sold at energian prices, the profits going to those who suffered by private in the profits going to those who suffered by the fire in Riester week. The most of the various schools and institutes. They will probably never forget the pareont of to-day. Again, an order was given. This time it was "affention," and the uniform such that it is a substitute of the various schools and institutes. They will probably never forget the pareont of to-day. Again, an order was given. This time it was "affention," and the stiff status-like solding it is a substitute of the pareont of the same order, and grouped theolit stiff status-like solding the same order, and grouped theolit should be substituted to the same order, and grouped the first the status of the troop in the same order, and grouped the sold had been created there with the proper candies, and a require was a substitute of the same order, and reading desk had been created there will the proper candies, and a require was a substitute of the pareon of the the same order, and a proper status of the control the delay of the characterists of the control the delay of the control the same order, and a should so of the characterists of the bests and the nucles of the characterists, shadows and the nucles of the characterists of the char

AMERICAN TOURISTS ABROAD.

GEN. SHERMAN AT BERLIN-IIIS FAILURE TO RECEIVE AN AUDIENCE WITH THE EMPEROR

-JOURNEYS OF FREDERICK GRANT. FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE. Berlin, June 8 .- Gen. Sherman has just left Berlin after a conspicuously brief visit, and young Grant will leave to-day. The General was very indignant at the lack of attention which he experienced from the Court, and no doubt will nurse his wrath to keep it warm under the impression that he has a good, honest griev-ance. He will say with truth that he went to call on Moitke, whose rank corresponds with his own, on the very day of his arrival; that Moltke did not return his visit for three or four days; that Mr. Bancroft, the American Envoy, notified to the Emperor's Aid, happy to pay his respects to the Emperor; that Sherman called promptly on Schwarztkoppen the day of his arrival and expressed a desire to see the Emperor; that he never pretended that he had no uniform, though on this visit he was in a civilian's dress; and that to these announcements Mr. Bancroft received a reply the following day to the effect that the Emperor had no objection to receiving Gen, Sherman. Mr. Bancroft advised Gen. Sherman not to accept the privilege on such terms, I am told; at all events, Sherman did not, but pleaded his engagements.

The German side answers to the statements of Gen. Sherman that he had no right to ask an audience of the Emperor except in his character as General, and in the uniform of his rank (the etiquette of the Prussian Court upon this subject is as old as the Monarchy); that Sher-

uniform of his rank (the etiquette of the Prussian Court upon this subject is as old as the Monarchy); that Sherman dined in uniform at Mr. Bancroft's the might Schwartzkoppen's answer was received, and Schwartzkoppen was present and called attention to the fact; that Gen. Sherman is the highest representative in the field of the department of the American Government which supplied the enemies of Germany with arms during the war of 1870-71; he is likewise well known here for his pronounced proclivities for Frone then and since, and had therefore no right to expect from this Government any but purely official civilities.

This is the case on both sides so far as it is yet developed here to me. Among some of the Germans here the impression seems to prevail that Mr. Bancroft added to his note to the Foreign office that Sherman was without any uniform and must do homage, if at all, in a cluzen's dress. Under this impression they lay the blame, I believe, upon Bancroft for not knowing how to bring his guest into relation with the Court and for having misrepresented the General's destitution in the matter of the uniform. As for as I can make out, the matter was bungled on our side and the Germans were not unwilling to have a good pretext. The Emperor too, no doubt, was pleased enough to escape the awkwardness of an interview with a distinguished foreign officer who only speasas English, which the Emperor says he himself speaks so badly that "not even an American can understand him;" the implication being that the Americanes speak English if anyone does.

Frederick Grant separated from Sherman and Audenanyone does.

Frederick Grant separated from Sherman and Anden-

Frederick Grant separated from Sherman and Anden-ried at St. Petersburg, and went to call upon his uncle Cramer, the light of modern diplomacy at Copenhagen. He arrived here only the day before Sherman left. He dined at Bancroft's with Sherman, but I think I am able to say that he has received no attention whatever from any German. I presume he has signified to Mr. Ban-croft that he did not wish any, and that he made no calls. I am very glad of this, for Grant, though an am-prince as his countrymen feel particular pleasure in ex-hibiting at such a court as this, where people of his rank are educated and accomplished to the very limits of their capacity.

FOREIGN GOSSIP.

Lord Tenterden, on the 27th of June, made a statement to the Geneva Tribunal withdrawing the application for an adjournment in consequence of Great Britain "being informed of the statement made on the 25th of June, by the agent of the United States that the several claims particularly mentioned in that statement will not be further insisted upon before the Tribunal by the United States, and may be excluded from all con-sideration in any award that may be made."

In the British House of Commons, on June 24. Mr. Sclater Booth asked the Secretary to the Treasury whether it was true that two witnesses from America had been paid the sums of £283 13s. and £261 18s. respectively for their attendance as witnesses before the Select Committee on Habitual Drunkards. Mr. Baxter replied that these sums were paid not merely for attend-